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June 1948

SUBJECT 25X1A

Air Information: Chinese Communist-Controlled Pingtai Airfield, Manchuria

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SUPPLEMENT 25X1A REPORT NO.

25X1X

25X1A

Former Kwantung army officer, expert on Mongol affairs

Comment: All statements in this report, not otherwise dated, refer to conditions as observed by source in 1945. This information supplements and in some pp 4 and 93.) cases supersedes the information given in

- The Pingtal airfield, which was constructed between 1940 and 1942, is about five kilometers northeast of Pingtal station (fifteen kilometers northwest of Paichengtzu 122-52, 45-37).
- The airfield, which is approximately ten kilometers north and south by seven or eight kilometers east and west, is on a plateau twenty meters higher than the surrounding plain. The plateau soil is mixed with fine pebbles and supports a dense growth of grass four to six inches high which keeps the field from becoming muddy in rainy weather. Japanese-type 97 bombers (Nate) landed and took off from the field following rainfalls.
- There are thirteen hangars along the runway, which are visible from the train which runs along the west side of the airfield. There is a radio station west of the airfield. There are housing facilities and a complete hospital on the field. Additional living quarters are on the south side of the airfield below the plateau. The airfield is supplied with electricity by the power plant at Paichengton. A spur line from the airfield is connected to the Paichengtzu-Wangyehmiao (122-01, 46-05) railroad, five kilometers north of Pingtai station.
- Concrete pillboxes are set up along the perimeter of the field at 400 to 500 meter intervals.

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The lingtal airfield has an asphalt runway 1,500 meters long. There is an emergency power plant at the sirfield. Equipment warehouses, oil storage facilities and munition dumps are built underground. The Japanese used the field to conduct experiments with high-power aircraft and they tested a 4,000 horsepower engine under winter conditions at this airfield.

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